

AMENDMENTS TO THE SPECIFICATION

Please delete the heading between ¶¶ [0005]-[0006] as follows:

~~SUMMARY OF THE INVENTION~~

Please insert a heading between ¶¶ [0007]-[0008] as follows:

SUMMARY

Please replace ¶ [0026] with the following:

[0026] The CVT controller 20 determines a pulley ratio (a value obtained by dividing the contact radius between the secondary pulley 12 and the V-belt 13 by the contact radius between the primary pulley 11 and the V-belt 13, which is synonymous with a speed ratio) and a contact frictional force based on signals from an inhibitor switch 23, an accelerator pedal depression amount sensor 24 for an acceleration pedal 22, an oil temperature sensor 25, the rotational speed sensors 26 and 27, and the like, and a torque signal from an engine controller 21. The CVT controller 20 sends commands to the oil pressure controller 30, and controls the V-belt CVT 10.

Please replace [0038] with the following:

[0038] The CVT controller 20 controls the pulley ratio and the contact frictional force with the V-belt 13 by reading in: a select lever position from the inhibitor switch 23; the amount by which the accelerator pedal 22 is depressed from the accelerator pedal depression amount sensor 24; the oil temperature of the V-belt CVT 10 from the oil temperature sensor 25; the pulley rotational speed from the rotational speed sensors 26 and 27; and the oil pressure from the oil an oil pressure sensor 28. The oil pressure sensor 28 is a sensor that detects the secondary pressure P_{sec} supplied to the cylinder chamber 12c of the secondary pulley 12.

Please replace [0073] with the following:

[0073] In accordance with this embodiment, the pulley maintenance thrust forces (the primary thrust force, F_{pri}, and the secondary thrust force, F_{sec}) necessary for ensuring the torque capacity of the V-belt and maintaining the current pulley ~~ratio is ratio are~~ computed along with the thrust force correction amounts DF_{pri}, DF_{sec} necessary for achieving the target speed change speed. The thrust force correction amount DF_{pri} is added to the primary thrust force F_{pri} if there is an upshift (step S4), and the primary pressure is increased. The thrust force correction amount DF_{sec} is added to the secondary thrust force F_{sec} if there is a downshift (step S6), increasing the secondary pressure. Speed change is performed in a state in which the torque capacity of the pulley is always ensured. The oil pressure of the primary pulley can thus be prevented from being reduced excessively enough to cause the belt slippage.